

# Charlevoix County Herald.

Vol. 23

EAST JORDAN, MICHIGAN, FRIDAY, JULY 26, 1919.

No. 30

## Twelve Injured in Train Collision

G. R. & I. Trains Meet Head-on North of Petoskey.

Twelve persons were injured, none of them fatally, Tuesday evening when the G. R. & I. suburban train to Alanson and an extra freight train, south bound, met in a head-on collision near Wayagumag, a mile south of Conway. The engines of both trains were almost completely demolished, and were stood on end in a peculiar position. The engine tenders and cabs were completely broken to pieces.

The second coach of the passenger train did not leave the rails but the first coach was battered in on one end and twisted up a bit. Both coaches and the tender broke loose from the engine and were driven back down the track two car lengths by the impact when the trains came together.

The freight train also recoiled slightly and several cars crumpled up and lay twisted and broken across the roadbed.

### Stopped at Round Lake.

The passenger train had made a stop at Round Lake and was not yet under much speed, passengers say. Had it been under full headway it is believed more people would have been injured.

The passenger train carried people for Conway, Oden, Ponsheawaing and Alanson and was the last suburban train of the day for those points.

Within a few minutes after the accident the injured were brought to Petoskey and taken to Petoskey hospital where their injuries were treated. Most of them remained at the hospital during the night and some are still there.

### List of Injured

The injured were:  
Lynn Andrus, Cedar Springs, cut scalp and cut left hand.

Frank Fuller, Cadillac, engineer on freight, seven wounds in face and head—back scraped, wound in left knee, three wounds in leg.

Tom Sheridan, Petoskey, passenger baggage man, scalp wound, cut over left eye.

Frank Kerwin, Petoskey, face and eyes filled with gravel and cinders, cut on head, left arm paralyzed, shoulder injured.

H. F. Kellogg, Grand Rapids, engineer on passenger, back hurt.

Fred Sautter, conductor on passenger—head hurt.

T. N. Banwell, Alanson, hip and side injured.

Helen Weaver, St. Louis, Mo., both lips cut, teeth loosened, right leg bruised, knee cut.

Christine Halzel, Chelsea, Ill., nose broken, face cut, teeth loosened, left side bruised and wrenched.

Mrs. J. M. Holferty, Oak Park, head cut, back hurt, leg hurt.

J. M. Holferty, right side bruised, neck hurt.

Mrs. John Chapman, Harbor Springs, R. F. D., face cut, hips and leg hurt.

### Thousands Visit Scene.

News of the wreck spread rapidly and within an hour hundreds of automobiles filled with people were going toward the scene. It is estimated that more than five hundred automobile parties were there before midnight. They continued to come in lesser numbers all night and all day Wednesday.

The tracks were blocked by the wreck for nearly twenty-four hours and passengers had to be transferred from the two night trains, trains two and eleven Tuesday night, trains six and seventeen Wednesday morning, and trains nineteen and twenty Wednesday afternoon.

### City Tax Payers Notice.

City taxes for city of East Jordan for year 1919, are due and payable from July 1st to 31st inclusive without penalty.

On Aug. 1st a collection fee of 2 per cent will be added and an additional 1 per cent on the first day of each succeeding month until taxes are paid.

W. T. BOSWELL,  
Treasurer.

### THE TEST THAT TELLS

There is only one real test for a cough remedy, and that is use. S. M. Oliver, Box 192 R. F. D. 5, Greensboro, S. C., writes: "Foley's Honey and Tar is just fine. I keep it in the house all the time." It soothes and relieves hay fever, asthma, coughs, colds, croup, and bronchial affections.—Hite's Drug Store.

## Commission Proceedings.

Regular meeting of the City Commission held at the commission rooms, Monday evening, July 21, 1919.

Meeting was called to order by Mayor Wilson. Present—Wilson, Gidley and Crowell. Absent—none.

Minutes of the last meeting were read and approved.

The following list of bills was presented for payment:

James Boyd, street labor ..... \$ 13.40  
Frederick W. Wayne, expense on welcoming com. .... 8.00

E. W. Giles, cleaning streets ..... 33.00  
City Treasurer, payment of labor ..... 399.62  
Thomas Gagnon, labor ..... 5.25

John Tooley, labor at library ..... 3.00  
R. Bingham, cleaning hose ..... 6.25  
J. F. Kenny, freight and drayage ..... 11.80

E. R. Kleinhaus, selling cemetery lots ..... 3.00  
Ruth Gregory, work at library ..... 19.36

Elsie Johnson, work at library ..... 15.04  
Dorothy Severance, work at library ..... 2.70

Otis J. Smith, copying reg. books ..... 5.13  
City Treasurer, payment of labor ..... 23.00  
W. T. Boswell, postage ..... 5.74

People's State Sav. Bank, compensation ins ..... 302.95  
Lewis Lemieux, cleaning Madison lot ..... 35.00

Dwight L. Wilson, telephone expense ..... 3.70

On motion by Gidley, the bills as listed above were allowed by the following aye and nay vote:

Ayes—Wilson, Gidley and Crowell.  
Nays—none.

The following resolution was offered by Commissioner Gidley, who moved its adoption; seconded by Mayor Wilson.

Resolved, That the balance of cash remaining in the Paving District No. 1 Fund, be transferred to the Street and Sewer Fund.

Adopted by the City Commission of the City of East Jordan on the 21st day of July, A. D. 1919, by an aye and nay vote as follows:

Ayes—Wilson, Gidley and Crowell.  
Nays—none.

The following resolution was offered by Commissioner Gidley, who moved its adoption; seconded by Commissioner Crowell:

Whereas, on the 19th day of May 1919, the City Commission of the City of East Jordan, Michigan, passed a resolution declaring that said Commission deemed it advisable to vacate, discontinue and abolish that part of Fifth Street lying between William Street and Garfield Street, in the City of East Jordan, Michigan, and appointing the 21st day of July, 1919, as the time when the said Commission would hear any and all objections that might be urged against said vacating, discontinuing and abolishing said portion of Fifth Street, and Whereas,

Notice of such meeting was duly published for four successive weeks in the East Jordan Enterprise, a newspaper published and circulated in the said City of East Jordan, and Whereas,

The said City Commission met on the 21st day of July, 1919, as provided in the said notice, and no one appearing to object to the closing, discontinuing and abolishing of said portion of Fifth Street, Be it resolved by the City Commission of the City of East Jordan, that that part of Fifth Street lying between William Street and Garfield Street, in the City of East Jordan, Michigan, according to the recorded plat of Nicholls fourth addition of the City of East Jordan, Michigan, be and the same is hereby vacated, discontinued and abolished, and that said vacating, discontinuing and abolishing of that part of Fifth Street lying between William Street and Garfield Street, in the City of East Jordan, is a public improvement.

Adopted by the City Commission of the City of East Jordan, Michigan, on the 21st day of July, A. D. 1919, by aye and nay vote as follows:

Ayes—Wilson, Gidley and Crowell.  
Nays—none.

The following resolution was offered by Mayor Wilson, who moved its adoption; seconded by Commissioner Gidley:

Resolved that the City of East Jordan pay the East Jordan Electric Light & Power Company at the rate of three cents a candle power for street lighting furnished the City of East Jordan by the said East Jordan Electric Light & Power Company, and five cents a kilowatt for electric power furnished for water pumping purposes. And that the rates on electric lights in dwellings be fixed at \$1.25 minimum, with no discount; fifteen cents a kilowatt up to thirty kilowatts, and ten cents a kilowatt over thirty kilowatts, with a ten percent discount if light bill is paid on or before the tenth day of the month in which it is due.

Resolved further that above change

in rates shall date from July 1, 1919.

Resolved further that these rates shall prevail only while present high prices of fuel, material and labor prevail, and that as soon as prices drop, the rate shall be re-adjusted.

Adopted by the City Commission of the City of East Jordan, Michigan, on the 21st day of July, A. D. 1919, by aye and nay vote as follows: aye vote—Wilson, Gidley; nay vote—Crowell.

On motion by Gidley, meeting was adjourned.

OTIS J. SMITH, City Clerk.

## FLYER IS HELD AS TRESPASSER

Forced to Descend in a New York Park.

### PINCHED FOR SPOILING GRASS

"Cantcha See Them Signs: 'Keep Off the Grass?'" Demanded Irate Patrolman—"You Should Have Written Letter to Park Board Asking Permission to Land There," Declares the Judge—Sentence Suspended.

The deplorable lack of landing fields, or even places where airmen can land with any degree of safety about our largest cities is the biggest obstacle in the way of flying becoming common. Airplane enthusiasts are agreed upon this, and until some way out of the difficulty is found the sport will always rank as hazardous, unsafe, but extremely thrilling.

New York had an example of this a few days ago when Philip A. Bjarklund, a civilian aviator, landed in Van Cortlandt park and tore up a few feet of turf. His engine had "conked" while flying to Albany and he was forced to descend hurriedly where he could. Van Cortlandt park happened to be it. It might have been the Woolworth tower or Forty-second street and Broadway, or Brooklyn bridge, so far as the pilot's ability to control his destiny was concerned.

He landed, got out and was ruefully contemplating his machine. Up walked Hard Luck in the bulky shape of Patrolman John T. Shields. "Hey, whatcha mean by tearing up that grass?" queried the exponent of law, order and flat feet. "Cantcha see them signs: 'Keep Off the Grass?'"

Bjarklund explained that he had a forced landing, and that so far as he was concerned it was unavoidable, that he certainly hadn't wanted to land in the park et cetera. But the law was obdurate.

"Tain't my fault," said the mount in blue. "Them signs say 'Keep Off the Grass' and I'm here to see that they're obeyed."

### Arrested for Trespassing.

He thereupon handed the aviator a summons to appear before Magistrate Ten Eyck for "unlawfully disturbing the grass in a grass plot of Van Cortlandt park without a permit from the park authorities, against the peace and dignity of the state of New York and the municipal ordinances in such cases duly made and provided."

"Phew!" said Bjarklund as he read the charge sheet.

Magistrate Ten Eyck promptly adjudged him guilty when he appeared. The court was stern. Justice fairly beamed from his honor's brows.

"Didn't you see the signs?" queried the court in a deep bass voice.

"No, your honor, I was 1,500 feet up," Bjarklund then explained to the court that his motor had quit and that he couldn't very well tie up to a cloud while he tinkered with it.

Neither could he throw out a sky anchor. Inasmuch as the motor wouldn't go up, he had to come down, and he had only about the split part of a second to decide where he was going when he got down.

### Judge Suspends Fine.

"Well," said the court, "you should have written a letter to the park board and asked authority to land there. Of course, it being Sunday, no one would have been at the park board office to answer it. And, of course, you might have been killed in the meantime, but you should have stayed within the law anyway."

"You're guilty as charged," boomed the court. "But," with a twinkle in his eye, "the sentence is suspended. Next time when you've got to come down fast write a letter to the board and ask for permission to land. Next?"

"Well, he was guilty anyhow," said the cop triumphantly, as he stalked out to resume his watchfulness of the park squirrels.

We all know people who are too refined to perspire on a hot day, but we don't think much of them.

## WANT FLYING SHIP AS TYPE FOR NAVY

Seek to Develop Model to Ride Out Storm.

### SEE LESSON IN OCEAN 'HOPS'

Defects of Boats of the NC Pattern Studied by the Naval Experts in Washington—To Play Its Full Part in Naval Strategy Seaplane Must Become an Independent Unit as Modern Destroyer or Submarine.

Flying ships, instead of flying boats, will be the logical evolution of navy seaplanes, navy experts believe, as a result of the first air trip across the Atlantic. First impressions of the lessons taught by that trip had already taken definite shape in the minds of the men who conceived and built the NC machines, one of which Lieutenant Commander A. C. Read maneuvered to a safe mooring at Plymouth, England.

It was the experience of the NC-1, lost off the Azores, and the NC-3, battered out of usefulness by heavy seas before she made port at Ponta Delgada, that the inventive genius of the department turned for inspiration, rather than to the NC-4.

Experts are convinced that to play its full part in naval strategy the seaplane must become an independent unit as a modern submarine or destroyer. It must be able to keep the seas in heavy weather, riding on the surface. It must be able to lift itself into the air or to plane down to a safe landing, even when all seas are running, and it must provide for its crew, safety, shelter, and reasonable comfort under very adverse circumstances, for the efficiency of the plane depends upon the efficiency of its men.

To fulfill its function as a scout the seaplane of the future must be able to communicate at all times by radio.

### Plan Flotillas of the Air.

The answer to all of these requirements in the minds of the experts is larger craft, veritable flying ships. The vision toward which the designers are looking is that of flotillas of seaplanes relying wholly upon their own power for transportation on the surface or in the air and operating from swift "mother ships," as submarines and destroyers now operate.

As battleships have developed from 11,000-ton pre-dreadnaughts to the 43,000-ton monsters for which the navy is now contracting, so, naval officers say, seaplane evolution will come type by type and year by year, each advance being based on results obtained with preceding types. This is the program laid out by the navy department as the basis for the request recently made to congress by Secretary Daniels for \$45,000,000 for aviation development in the next fiscal year.

Part of this appropriation, if granted, will go into lighter-than-air development. The general board is expected to recommend the immediate purchase of a British rigid dirigible for personnel training and the construction of a similar vessel on American designs as a pilot ship of a fleet of air cruisers. The purchase of the British Zeppelin would permit the training of a crew to handle the first American craft when completed.

The navy department is said to be ready to proceed with Zeppelin construction on its own plans whenever congress grants authority and appropriations. The ship, it is understood, would not be patterned exactly on the British modifications of German Zeppelin construction. The discovery of noncombustible helium gas to inflate the bags is said to have pointed the way to some radical changes in design. Details of what is contemplated have not been disclosed.

Naval experts point out that in both seaplane and dirigible development one of the most important elements to be considered is that of getting efficient power. The Liberty motors have proved highly satisfactory so far as endurance goes on the transatlantic flight, but no means have yet been evolved to get the full benefit of their power. The problem is the same as that encountered with steam turbines in surface craft.

### Testing Reduction Gear.

The navy has been working for months with a reduction gear system to go between the engine and the propeller. A similar device has permitted destroyers to use turbine engines, but it has been found a difficult task to design a lightweight reduction gear for seaplanes or other craft. Should this device be worked out, the NC seaplanes could be made much more efficient and their cruising radius could be greatly increased.

As to the sea-keeping qualities of the NC planes, the experiences of the NC-1 and NC-3 indicate to experts that

some way must be found to get the plane surfaces higher out of the water. This would save them from battering into the sea when riding the surface.

New gasoline motors for lighter-than-air craft have been worked out and received their first test on the flight of the dirigible C-5 from Montauk Point, L. I., to St. John's, Newfoundland. So well did they function that decision had been made to attempt a direct flight to Ireland with the C-5 before the ship was blown to sea and wrecked. Another attempt to cross the Atlantic will be made as soon as similar engines can be installed in another aircraft of the "C" type.

### Commissions to Be Given 50,000 Men.

Fifty thousand properly accredited graduates of the reserve officers' training corps will be appointed to the officers' reserve corps of the army "in the lowest grade authorized by law in that arm for which graduates have received special training," according to an announcement by the war department.

## U. S. TROOPS USE FOREIGN GUNS

Yank Fighters Race Ahead of Own Supplies.

### STORY OF MUNITIONS IS TOLD

Government Publishes Volume Giving Official History of "America's Munitions"—Enemy's Spring Offensive in 1918 Brought Cry for "Men, More Men"—Year 1920 Set as Goal for Which America Should Strive.

The war demonstrated that the nation can "organize, train and transport troops of a superior sort at a rate which leaves far behind any program for the manufacture of munitions," Assistant Secretary Crowell, director of munitions, declared in his introductory summary to the official history of "America's Munitions."

A critic has an easy opportunity to discover that certain things were not done, Secretary Crowell frankly says, and then enumerates the outstanding failures:

"American airplanes did not arrive at the front in sufficient numbers; American guns in certain essential calibers did not appear at all; American gas shells were not fired at the enemy; American troops fought with French and British machine guns to a large extent."

### Goal Seemed Far Off.

Reviewing the historical facts which have been cited as explaining these unaccomplished hopes Mr. Crowell pointed out again that 1920 had been definitely set by the allied governments as the goal for which America should strive; that "the decision to prepare heavily for 1919-1920 and to sacrifice for 1917-1918 the munitions which might have been produced at the cost of less adequate preparation for the more distant future was based on sound strategic reasoning on the part of the allies and ourselves."

The official program for American co-operation, adopted by the supreme war council, is stated to have comprised four lines of endeavor, which, in degree of importance, were:

To keep the allies from starvation by shipping food.

To maintain the flow of material already in production for them.

To send as many men as could be transported by available shipping.

To bend all energies to the future great army which would deliver the final blow.

### Plea Swiftly Answered.

When the enemy's spring offensive brought the cry for "men—more men," the report says, the response was so thorough that in July, 1918, the number sent across was three times that contemplated in the original staff estimates.

Attention was called to the fact that while the army war college had on file detailed plans for defending American harbors, coasts and borders, there was no plan for "the equally important and equally necessary mobilization of industry." The years 1917 and 1918, the volume says, will "forever stand as the monument to the American genius of workshop and factory, which in this period insured the victory."

The munitions report was prepared by more than a score of officers and civilian officials, each of whom supervised the chapter dealing with his particular department. It was prepared in compliance with a request from Secretary Baker, who declared that, "as the whole people have been called upon to make sacrifices for the war all the people should be given an opportunity to know what has been done in their behalf."

## CAPTIVE YANKS PAN BOLSHIEVISM

Russians Try to Convert Prisoners to Red Theories.

### PLAN PROVES UTTER FAILURE

American Doughboys Captured on Archangel Front Are Given Unwelcome Courses of Lectures on Bolshevism While in Moscow—Hoped to Send Them Home Primed for Agitation in United States.

American doughboys who fell into the hands of the bolsheviks as war prisoners were given an unwelcome course of lectures on bolshevism while in Moscow. The bolsheviks aimed to convert the Americans and send them home primed for agitation in America.

The plan failed, judging from the sentiments of five Americans who were released in Moscow and allowed to leave at the request of the United Press, writes Frank J. Taylor, staff correspondent of that organization.

These men were Bryant R. Ryall, Y. M. C. A. secretary, New York city, who had been in Russia before doing civilian relief work; Sergt. Glenn W. Lettzell, Mifflinburg, Pa., and Privates Freeman Hogan, Detroit; Jens Laurson, Marlett, Mich., and John Triplett, Hindman, Ky. In addition, the party brought out Francis Linford, a wounded English lad from Sussex.

### Prisoners Are Stripped.

All the Yanks were captured on the Archangel front. When the bolsheviks surprised them by a flank movement, the Yanks were passed back from post to post until they arrived in Moscow. They were stripped of practically everything, including clothes.

Some of them had almost entirely Russian uniforms. The bolsheviks had a particularly keen eye for American "O. D." equipment, especially shirts. All of the Americans had bolshevik overcoats, their own having been stolen.

In Moscow the Americans were given fairly clean and decent quarters, but were issued practically no food. A Red Cross fund and later money from the Y. M. C. A. saved them from starvation. The five did their own marketing and prepared their meals.

They were allowed a remarkable amount of freedom in Moscow, and could go about the city in the daytime. At special times they had to report for lectures on bolshevism and the world revolution given by Russians who had lived abroad and spoke English.

The bolsheviks did their best to convert the Yankees who kept their peace, and expressed no opinions until they had crossed the border into Finland. The doughboys were supposed to be "ripe" for bolshevism when they left Russia.

To learn what impression Russian bolsheviks had made upon the doughboys, the United Press correspondent asked them for their opinions when they arrived at the internment camp at Terijoki, where the Finns quarantine arrivals from Russia.

### "Make No Bolshevika."

Sergeant Lettzell said: "They're not making any bolsheviks of American prisoners. They try to preach bolshevism to us, but it doesn't go. They'd take men who've got brains, who've accomplished something by ability and work and reduce them to the lowest level. Who's going to stand for that?"

"They're a bunch of thieves and robbers. The leaders are preaching that everyone ought to have the same amount of money, but every leader has a pile of rubles stuck away that would knock your eye out. They all believe in the principle the bols had at the front: 'What's yours is mine—that's their creed.'"

"Bolos" is the name the Yankees on the Archangel front gave to the bolsheviks.

Lettzell is an intelligent, spirited, red-headed American who came by his decisive ideas regarding bolshevism as the result of his first-hand experiences.

Private Hogan is serious and deliberate. He speaks little and listens much. His views are equally interesting. "If America ever went bolshevik like Moscow," he said, "I'd make my self a lone hand to stand out against them."

"If you want to be a good bolshevik, you've got to be crummy and dirty. The majority of people in Russia wouldn't tolerate it if it weren't for the fact they would starve to death if they opposed the bols."

This is what the ordinary American doughboy thinks of bolshevism. These chaps had three months to study it in Moscow, mecca of the bolsheviks.